

**MINUTES
INTERCITY TRANSIT AUTHORITY
COMMUNITY ADVISORY COMMITTEE
JOINT MEETING
September 17, 2025**

CALL TO ORDER

Chair Cox called the meeting of the Intercity Transit Authority (ITA) and Community Advisory Committee (CAC) to order on September 17, 2025, at 5:30 p.m. This was a hybrid meeting held at the Pattison Street facility.

ITA Members Present: Chair and City of Lacey Councilmember Carolyn Cox; Vice Chair and Community Representative Sue Pierce; City of Tumwater Councilmember Kelly Von Holtz; City of Yelm Councilmember Brian Hess; Community Representative Wendy Goodwin; Labor Representative, Mark Neuville; City of Olympia Councilmember Robert Vanderpool; Community Representative Justin Belk.

ITA Members Excused: Thurston County Commissioner Carolina Mejia.

CAC Members Present: Dara Dotson; Hallie Sutter; Harrison Ashby; JoAnn Scott; Julian Preston; Margaret Janis; Michael Gray; Rachel Weber; Rachel Wilson; Shawn Sandquist; Suzanne Simons; Ty Flint; Doug Riddels; John Paul Seidel (remotely).

Staff Present: Emily Bergkamp; Heather Smith; Dena Withrow; Pat Messmer; Amanda Collins; Nicole Jones; Daniel Van Horn; Ramon Beltran; Jessica Gould; Michael Maverick; Jonathan Martin; Thera Black; Brian Nagel; Matt Kenney; Nick Demerice; Rob LaFontaine; Peter Stackpole; Brenden Houx; Rob Rinehart; Nick Meyer; Lynne Cunningham; Cameron Crass; Michael Midstokke; David Dudek; Brian Jones; David Chaffee; Jane Denicola; Dan Savage; Clinton Jimenez; Richelle Loken; Jonathan Reynolds; Sean Malay.

Others Present: Jeff Myers, Legal Counsel.

INTRODUCTIONS

The Authority, CAC members and staff provided self-introductions.

STAFF INTRODUCTIONS

- A. Nick Meyer, Senior Web Developer** (*Rob Rinehart*)
- B. Brian Jones, Network Systems Analyst** (*Rob Rinehart*)
- C. Nathan Foisy, Vehicle Detailer** (*David Chaffee*)

APPROVAL OF AGENDA

It was M/S/A by Belk and Von Holtz to approve the agenda.

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PUBLIC COMMENT - None

RECOGNITION AND CELEBRATION - 2025 STATE ROADEO

Bergkamp congratulated the competitors of the 2025 Bus Rodeo on their accomplishments and for representing Intercity Transit. Bergkamp said a Bus Rodeo is a celebration of the expertise, training, and dedication of frontline transit workers. Participants navigated obstacle courses, performed simulated driving scenarios, and showcased their ability to conduct thorough vehicle inspections, diagnose mechanical issues, and complete maintenance tasks efficiently and safely. Awards are given in each practice area, and at the state and national level there is an overall “grand champion” prize for the transit system with the highest combined score for their bus operator and bus maintenance team.

This year’s Rodeo Season started in April with the American Public Transportation Association’s International Bus Rodeo held in Austin, Texas followed by the Community Transportation Association of America’s National Community Transportation Rodeo in June in San Diego, California, Intercity Transit’s Local Rodeo and South Sound Regional Rodeo in Olympia in July and ending with the Washington State Transportation Association’s State Rodeo in SeaTac in August. Here’s how our competitors did throughout the year:

- Dial-a-Lift Operator Dan Savage represented IT in the Body-on-Chassis competition by finishing in 9th place out of 60 drivers at CTAA’s National Community Transportation Rodeo, 1st place at our local Rodeo, and 1st place at State.
- Operator Clinton Jimenez represented IT in the 40-foot category, finishing 28th out of 75 Operators at International, 1st at our local Rodeo, and 5th at State.
- Richelle Loken, Jonathan Reynolds, and Sean Malay took 5th place overall out of 44 maintenance teams in the Maintenance Competition at the International Rodeo, 1st in the Regional South Sound Rodeo and 2nd place at State.
- Operator John Clauson took 1st place in the Pre-trip portion of the Regional Rodeo competition and represented Intercity Transit at the State Rodeo in the 35-foot category on short notice.
- Janet Shephard took 2nd place out of Intercity Transit’s competitors in the 40-foot category at our local Rodeo and attended state to cheer on our competitors.
- The following competitors receive honorable mention for putting themselves out there for the first time in the regional competition: Steven Bleeker (BOC), David Dalloul and Lora Johnson (both 40-foot).

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- Intercity Transit placed 9th overall out of the 38 agencies that had both an Operator and Maintenance Team competing at the International Roadeo. Intercity Transit was also the “runner up” behind Community Transit for grand champion at State.
- Special thanks to Operations Supervisor Bill Miller and his wife Shanaka, plus Maintenance Advance Technology and Training Coordinator Bryce Reinhardt for their continued hard work on the State Roadeo Steering Committee. Dave Dudek, Bill, and Shanaka donate hours of their time not only for the International and State Roadeos, but also, IT’s regional/local, and assisting other transits set up and coordinate their local Roadeos which helps them be successful.
- WSTA presented Service Impact Supervisor David Dudek special recognition for his ongoing role on the State Roadeo Steering Committee since 2012 with support from wife Lilian. Operations Supervisor and former two-time 1st Place winner in the International Operator competition, Rob Wood and his wife Susan are always on hand for coaching help and support. Similarly, the Maintenance Team has a fantastic coaching duo with Advanced Technology and Training Coordinator Bryce Reinhardt and support from wife Annie, and Maintenance Supervisor Joe Bell.
- ITA Board member, Community Representative, Sue Pierce has an impressive 6-year history of volunteering for Roadeos, including 6 local/regional, 4 state, and 1 international Roadeos! There were also a variety of staff, Bus Buddies, Intercity Transit Authority and Community Advisory Committee members, who contributed their time by being judges or helping with various road-related tasks.
- Special thanks to Operations and Maintenance leadership for supporting our Roadeo efforts, and all family, friends, and dedicated co-workers who held down the fort.

APPROVAL OF CONSENT AGENDA ITEMS

It was M/S/A by Von Holtz and Goodwin to approve the consent agenda items as presented.

A. Minutes – August 6, 2025, ITA Meeting

B. Payroll August: \$6,602,266.96

- Warrant Numbers: 43302-43304; 43404-43405; 43506-43509 in the amount of \$17,437.19
- ACH Payment Amount: \$6,584,829.77

C. Accounts Payable August: \$3,709,028.80

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- Disbursed Warrants numbers 43305-43403 & 43406-43505 in the amount of \$3,690,131.39
- ACH Payments: \$18,897.41

NEW BUSINESS

A. Contract Award for Bus Stop Pads. Planning Deputy Director, Rob LaFontaine, presented a contract for the construction of bus stop pads. Intercity Transit (Transit) secured funding through Congresswoman Strickland’s Community Project Funding Requests and WSDOT’s Regional Mobility Grant Program. These grants support the renovation and enhancement of 147 existing bus stops located within the Public Transportation Benefit Area’s local jurisdictions’ rights-of-way.

Final enhancements will include extended concrete pads, bulb-outs, and enhanced bulb-outs at key locations. These upgrades are designed to improve boarding efficiency, streamline transit operations, and reduce passenger wait times. By expanding the boarding area and improving stop design, the improvements will also enable all-door access for passengers, enhancing accessibility and overall rider experience.

Summary of Bus Stops to be Improved by Jurisdiction

Jurisdiction	No. of Stops
City of Olympia	64
City of Lacey	44
City of Tumwater	17
City of Yelm	10
Thurston County	7
Department of Enterprise Services	4
WSDOT	1
Total	147

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Work Completed to Date: On August 7, 2024, the Authority authorized the General Manager to execute a Task Order with KPFF under the On-Call Engineering Services Master Contract #1937 to initiate Phase 1 of the project. KPFF completed the following scope of work as part of Phase 1:

- Site Evaluation and Analysis
- Environmental Permitting (NEPA and Section 106 Compliance)
- Topographic Survey
- Design Engineering, including preparation of Plans, Specifications, and Estimates

Current Status: Following completion of Phase 1, Transit issued a Request for Bids on August 15, 2025, for the construction of the bus stop pads. By the September 4, 2025, deadline, Transit received six (6) bids ranging from \$2,369,131.06 to \$4,264,000.00. Four Seasons Concrete Construction, LLC submitted the lowest responsive and responsible bid in the amount of \$2,369,131.06, which is 26.6% below the engineer's estimate of \$3,227,807.00.

Four Seasons Concrete Construction, LLC has successfully completed similar infrastructure projects for the City of Covington, the City of Orting, and the Southwest Washington Fairgrounds. Based on their experience and past performance, staff recommend awarding the construction contract to Four Seasons Concrete Construction, LLC in the amount of \$2,487,587.61, which includes a 5% contingency to cover any unforeseen conditions during the project.

It was M/S/A by Pierce and Von Holtz to authorize the General Manager to enter into a contract with Four Seasons Concrete Construction, LLC for the construction of 147 bus stop pads, in the amount of \$2,487,587.61, inclusive of a 5% contingency.

B. May 2026 System Redesign PH 3 Project Timeline. Planning Deputy Director Rob LaFontaine, and Marketing Communications Outreach Officer, Nick Demerice, presented a detailed update on the agency's ongoing bus system redesign. LaFontaine led the presentation, noting that a dedicated webpage, [Imagine a Better Bus System | Intercity Transit](#), is the central hub for all project information, including an interactive map, a timeline, and feedback options.

LaFontaine outlined the three-phase project timeline using a "cartoon fish" metaphor. Phase 1, completed in May 2025, expanded service hours and increased frequency to 30 minutes on most routes. Phase 2, which occurred in September 2025, introduced two new commuter routes, the 600 and 610. LaFontaine explained these new routes are "early bird" additions and will feel more integrated into the system once Phase 3 is implemented in May 2026. This final phase will be the most significant, introducing a new cross town Bus Rapid Transit (BRT) line, replacing

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most existing local routes. Julian Preston raised concerns about the new system's lack of a direct route from the College and 45th to the Martin Way Park and Ride, especially since the 600 route no longer serves the Lacey Transit Center. LaFontaine acknowledged the validity of the concern but explained the complex geometry of the Martin Way Park and Ride intersection makes a direct route challenging to implement in the current design. Preston questioned why the 610 route avoids a specific right turn maneuver at College Street and Martin Way. LaFontaine clarified this is due to the "unfriendly" geometry of the intersection for a 40-foot bus, a maneuver that was previously deemed unsafe after a trial with the 620 route.

LaFontaine connected the redesign to the nine elements of Proposition 1, passed in 2018. He showed how the different phases of the redesign align with the promises made to voters, such as providing service to new areas and increasing frequency. He also highlighted ongoing projects, including fare collection efficiency, capital facility enhancements, and maintaining on-time performance. For the final element, late-night service, he mentioned the agency is exploring on-demand or microtransit options as a potential alternative to fixed routes after 10 p.m., referencing a similar system used in Germany called a "fixed route taxi."

Finally, LaFontaine detailed the timeline for the critical public comment period for Phase 3. The public will have approximately six weeks, starting on October 1st, to review the service summary and equity analysis. He stated the agency plans to present the final document to the Community Advisory Committee (CAC) in November to seek their recommendation before it is presented for final adoption by the Authority Board at their December 3 meeting. This will provide the agency with sufficient time to prepare for the implementation of the new system in May 2026.

Demerice emphasized the importance of public engagement and education, particularly for the upcoming May 2026 changes. Demerice explained the agency is currently in a critical engagement phase, seeking feedback from riders, partners, and various community groups. This includes targeted outreach to high schools and school districts to improve service for students, as well as working with community organizations that serve similar demographics to help spread the word about the upcoming changes.

Demerice and LaFontaine addressed the challenges of communicating the complex changes to the public. They acknowledged that a significant amount of effort will be needed to help current and potential riders understand how the new system will impact their trips. The agency plans to create individual pamphlets and sectional maps for different routes, but they will not be returning to full-scale printed transit guides due to inefficiency.

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Suzanne Simons raised a valid point about the ineffectiveness of QR codes displayed on buses, suggesting instead that a few key points about the redesign be posted for riders to see. Demerice agreed, highlighting the difficulty of making complex information easy to understand in a static format and acknowledging they need to create materials that are accessible for people without smartphones.

The discussion also touched upon the delicate issue of advocating for pedestrian safety features like crosswalks. Doug Riddels asked what the transit agency does to address these problems with local municipalities. LaFontaine explained that while IT advocates improvements, the responsibility for building crosswalks lies with the respective jurisdictions. He noted there can be differing philosophies among traffic engineers, particularly regarding "mid-block crossings," which some consider to be unsafe as they may create a false sense of security. The agency's role is to locate bus stops near existing pedestrian infrastructure whenever possible.

The presentation concluded with LaFontaine summarizing key takeaways from the redesign plan:

- The project is the result of years of rider and community feedback.
- The redesign is a regional planning effort that aims to preserve access to nearly every stop.
- The work substantially fulfills the elements of Proposition 1 from 2018.
- The new system will serve as a baseline for future service changes, allowing the agency to continue to improve and adapt.

C. Community Advisory Committee Self-Assessment. The CAC self-assessment survey was conducted in August 2025, and 18 members were eligible to participate, and 13 members completed the survey. Bergkamp shared the results of the CAC self-assessments' nine questions. The results, while largely positive, also highlighted several areas for improvement.

The survey found that the CAC feels it has remained faithful to its purpose of advising the Intercity Transit Authority on policy issues. Most members felt their input adds value to the Authority's decisions, although some expressed concern that the "community context" they provide might be overlooked. A key area identified for improvement was community representation. While the committee is made up of "transit enthusiasts," it was noted there is a lack of representation from individuals who are critical of transit, those from outlying or rural service areas, and those from different cultural and ethnic backgrounds.

Members had mixed feelings about the benefit to the community from their input, with some stating they were unsure. However, opportunities for greater engagement, such as the Ad-hoc outreach committee, were seen as a positive step.

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Regarding meeting management, a majority of members agreed that meetings are run well, but some feedback suggested they can be too long and that discussions sometimes stray from the topic. There was a suggestion to restructure the meeting to move "consumer issues and reports" to the beginning.

Members expressed a strong desire to be more involved with opportunities outside of formal meetings, such as participating in events or testing new routes. They also mentioned a need for better organization and promotion of these activities.

Overall, members feel prepared for meetings and comfortable contributing, with staff support being a key factor. Bergkamp acknowledged that new members might take time to feel comfortable speaking up, and that alternative communication methods are always welcome.

In conclusion, the self-assessment survey confirmed the CAC's commitment and passion while providing valuable feedback on improving diversity, meeting structure, and member engagement beyond the regular meetings.

After the presentation of the Community Advisory Committee's (CAC) self-assessment survey results, Chair Cox opened the floor for discussion and questions.

Shawn Sandquist suggested to improve meeting efficiency, members could email their questions and feedback to staff ahead of time. This would eliminate the need for an in-meeting discussion on "compliments, questions, and discussion" and allow staff to provide more informed responses. Suzanne Simons agreed with the idea of submitting questions beforehand but expressed the importance of retaining the "consumer issues" segment, where members share their real-world experiences on the bus. She felt that hearing these stories in real-time was more powerful than reading them in an email.

Pierce, who served on the CAC, recalled a time when "consumer issues" were moved to the beginning of the meeting. She noted that this worked well when members kept their comments brief and to the point. For more involved issues, they would save them for later in the meeting. She also advised the ITA not to get too hung up on the difference between "strongly agree" and "somewhat agree" on the survey, as a consensus of "somewhat agree" should still be considered a positive sign.

A key point of conversation was the recurring issue of representation on the committee. Belk, also a former CAC member, noted that historically, the CAC scores itself harshly on this metric. He specifically inquired about the recruitment efforts for non-native English speakers. Collins said the application now explicitly states that a language line and translation services are available, using Spanish as a call-out

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example. However, she acknowledged the challenge of reaching these communities without a "warm connection" from within the committee and encouraged current members to assist with recruitment, especially since the application period was nearing its end.

In response to a question from Sandquist about how the ITA keeps its own meetings on track, Chair Cox explained their process. Pierce said the ITA has a smaller group (nine members plus the General Manager), which makes it easier to manage conversation flow. The ITA members generally respect each other's time and, when possible, ask complex questions via email before meetings. It was noted that public comment periods can sometimes extend the meetings, but they always want to hear from the public. Pierce and Vanderpool added that receiving documents and presentations ahead of time allows them to prepare and ask more concise questions during the meeting.

The discussion concluded with several ITA members expressing their gratitude for the CAC. Belk praised the current group for being "fantastic" and a "strength to our agency." Von Holtz shared a personal story about growing up in a household without a car, highlighting the value of a group like the CAC in improving the quality of life for transit riders. She appreciated how the CAC's voices are "making a difference." Belk added that while the committee may lack the "non-advocate" voice, it is crucial to have members who understand and appreciate the agency's goals.

- D. Strategic Plan Concept Review.** Bergkamp provided a high-level overview of the Strategic Plan which acts as a comprehensive roadmap for the agency. It's designed to be inclusive and sustainable, concepts defined to include accessibility and long-term existence, and to prepare the CAC and ITA for follow-up conversations for eventual adoption by the end of 2025.

Strategic Plan Overview and History

The strategic plan is rooted in the Intercity Transit Road Trip initiative from 2016, which identified the community wanted a transformational transit system, but the agency couldn't afford it. This led to three options: maintaining the status quo, cutting service, or creating a new system. A public survey showed that 83% of respondents preferred the transformational system, which led to a successful voter-approved sales tax increase. This increase, which required legislative approval to exceed the previous ceiling, brought the total sales tax to 1.2%, making Intercity Transit one of only two agencies in Washington with this funding level. The strategic plan serves as North Star for maintaining this vision, incorporating the capital program, service levels over the next six years, and the yearly budget, including revenues from sales tax, grants, and state/federal apportionments.

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Current Progress and Future Challenges

The 2026 strategic planning process will focus on the progress made on Proposition 1 goals. This includes the successful completion of Phase 1 and 2 of the system redesign, which involved increased frequency and the launch of enhanced commuter services. Phase 3, which includes a high-frequency corridor service similar to bus rapid transit (BRT) along Martin Way, is now in the works, with significant outreach planned for January.

Bergkamp addressed concerns about future challenges, particularly state budget shortfalls and uncertain federal priorities, which have made grant funding less reliable. For the first time, Intercity Transit had approved projects that were not ultimately funded due to state grant programs being oversubscribed. A lawsuit against the Federal Transit Administration (FTA) and USDOT was also noted as a concern, as it involves an overreach of power by imposing new conditions on previously awarded grants without congressional approval, with potential penalties for non-compliance.

Mission, Vision, and Goals

The agency's mission, vision, and guiding values are being reviewed. The mission statement was updated last year to be more inclusive, adding "safety, comfort and diverse needs." This reflects the creation of a Diversity, Equity, and Inclusion (DEI) committee focused on ensuring a safe and comfortable work environment for all. Similarly, the vision statement was updated to include "inclusive and exceptional" services. Bergkamp noted the importance of balancing inclusivity with concise language to avoid "word salad."

Eight core goals and policies were outlined, including:

1. Assessing transportation needs through continuous public feedback.
2. Providing outstanding customer service.
3. Maintaining a safe and secure operating system, aided by the new ambassador program.
4. Offering responsive options within financial and staffing limitations, with a close eye on sales tax revenue and a new financial forecasting tool being developed.
5. Integrating equity and sustainability into all decisions.
6. Encouraging service use and increasing ridership.
7. Building partnerships for innovative solutions.
8. Integrating resiliency to respond to critical functions like emergency management.

Discussion and Timelines

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A public anecdote was shared about a safety incident on a different transit system, to which Bergkamp responded that safety is a universal concern and praised the community on their buses, noting that drivers often receive thanks from passengers. The discussion also touched on design principles, such as operating a range of services, strengthening major corridors, and supporting transportation choices.

Bergkamp shared the timeline for the strategic plan: A draft will be brought to the CAC on October 20 and the ITA on November 5, with a tentative public hearing on December 3. Final approval is targeted for the second December meeting. Preston asked about better aligning the 600 and 610 bus schedules with Sounder train arrivals at Lakewood Station to facilitate transfers, which LaFontaine acknowledged as a suggestion they have heard before.

Michael Gray asked what the overall scope of a capital project for Intercity Transit should encompass, and what is the range of initiatives that could qualify for such funding. And regarding projects that necessitate collaboration with multiple municipalities or agencies, what specific types of work or improvements typically fall under this category given that the crosswalks on Ruddle Road were presumably allowed but the redoing of the SPSCC bus loop was a failed funding attempt despite both involving multiple agencies – what are the key clarifying criteria, standards, or structural factors that determine whether a multi-agency capital project is approved or denied funding?

Bergkamp clarified the agency's approach to capital projects, explaining that they prioritize projects that fulfill the goals of Proposition 1. She acknowledged that some multi-agency projects, such as the Ruddle Road crosswalks, have been frustrating. However, stated that other initiatives, like the unsuccessful attempt to fund a new bus loop at SPSCC, were pursued due to specific operational issues. The SPSCC project was a high priority because the existing infrastructure wasn't built for bus traffic and was failing.

Bergkamp explained that future capital projects for the transit agency will be re-evaluated after the goals of Proposition 1 are met. While ongoing facility maintenance, such as the Lacey Transit Center restroom remodel, is a constant priority, the agency will need to decide on new initiatives. The scope of these projects is influenced by Federal Transit Administration (FTA) life cycle guidelines for vehicles and facilities, which ties operational needs to long-term strategic planning. This means the agency's project list is dynamic and evolves based on both immediate needs and a broader, forward-looking plan.

COMMITTEE REPORTS

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- A. Thurston Regional Planning Council (Sept. 5)** Vanderpool reported the main action item discussed was the High-Capacity Transportation Update Policy Statement. This initiative aims to prepare the area for future transportation infrastructure, such as extending the Sounder train line or introducing light rail. The council is working to ensure that land use patterns and other planning efforts align with these long-term goals. He explained that this forward-thinking approach is crucial for future needs, citing the potential for a new bridge over the Nisqually Delta to accommodate a train line.

A question was raised about why the Sounder could not simply use existing infrastructure, such as the track near the Centennial station. Vanderpool clarified this is largely due to the issue of track ownership. While Sound Transit owns the tracks up to a certain point, the rest are owned by other entities like Amtrak and private shipping companies (specifically BNSF Railway), which makes it a complex negotiation to expand service. In addition to long-term rail planning, Vanderpool mentioned the council also looked at the agency's legislative agenda for the upcoming year. Due to budget constraints, the primary focus of this agenda is on retaining existing services rather than seeking new funding or expansion projects.

- B. Transportation Policy Board (Sept. 10)** Belk outlined several key actions from their recent session. He began by clarifying the TPB's role is to provide recommendations and input to the Thurston Regional Planning Council (TRPC), much like the CAC does for the ITA. The meeting agenda was packed with action items, many of which were related to the Regional Transportation Improvement Program (RTIP), a four-year list of projects that may use federal funds. The Board recommended two new amendments to the existing RTIP: a countywide electrical project and a countywide safety project, both focused on streetlights and safety features. They also recommended the approval of the new RTIP list for the next four-year period.

A third item involved the recruitment and re-appointment of business and community representatives to the TPB. A new subcommittee has been formed to manage this process. The fourth action item was the approval of Federal Transit Asset Management performance measure targets. Since Intercity Transit is the only transit authority in the TRPC's area, the Board recommended adopting the agency's standards for tracking the useful life of assets, such as rolling stock and facilities.

Finally, the Board received a long-awaited presentation on the Martin Way crossing strategy. This presentation provided a great overview of plans to create improved crossings, including mid-block crossings, that would be paired with existing transit stops. Justin noted that a visually compelling presentation showed what one of these new crossings might look like but emphasized that funding would still need to be secured for construction.

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GENERAL MANAGER'S REPORT

Recruitment is underway for new members of our Community Advisory Committee. Applications are due October 3, 2025. An on-line application is available on the CAC page of Intercity Transit's webpage, and printed applications are available upon request for applicants who prefer that method. Candidates selected by the ITA will be interviewed Friday, November 7, and appointments made at the December 3, ITA, meeting.

Routes 600 and 610 took their maiden voyages Sunday, 9/7, as part of the service change to enhance our regional commuter services. The reception was positive with initial data showing ridership levels slightly above the 620. Route 610, known as the Lacey Connector, receives funding from WSDOT's Regional Mobility Program serving multiple stops seven days a week, including:

- LTC
- HPPR
- Lakewood Sounder Station
- Berkeley St. Near JBLM's Madigan gate
- Stops along Capitol Way in Olympia

Route 600, known as the Lakewood Commuter, provides weekday connections between the OTC and the 512 Park and Ride, with limited stops at connection points including Martin Way Park and Ride and the Lakewood Sounder Station.

Operator Class 25-02 graduated Friday, September 12, and are now out on the road. This group started and ended with 20 students and were well known for their positive outlook and hard-working attitude.

Bergkamp is attending the **Thurston Climate Mitigation Collaborative's (TCMC) Annual Retreat** Friday, September 19. The retreat serves as a strategic planning session that brings the collaborative together to have discussions on climate mitigation progress and needs, with an emphasis on regional coordination.

New Operator Class 25-03 started their careers with us on Monday, September 15 with 16 students.

We invite the community to hitch a ride with IT to **Tumwater Falls Fest Saturday, 9/27.** You don't need to live near a bus stop to give us a try, simply park at the Department of Revenue at Point Plaza and ride Route 13 for free. And if you're combining your bus ride with a bike ride, or biking all the way, our Walk N Roll team will be providing free bike valet parking.

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Week Without Driving starts on Monday, Sept. 29 and ends Sunday, Oct. 5. We encourage you to take the pledge and try riding the bus, walking, or riding your bike instead of driving. For more information and to sign up, visit www.weekwithoutdriving.org.

AUTHORITY/CAC ISSUES

Von Holtz reported on an upcoming series of "Week Without Driving" walking tours, hosted by TRPC in partnership with four cities. The tours will take place from Monday, September 29 through Thursday, October 2, with a different city highlighted each day: Lacey, Tumwater, Yelm, and Olympia. The purpose of these tours is to allow community members to walk with city staff and leaders to identify and address pedestrian safety issues, such as the need for crosswalks or better lighting.

Neuville, representing the ATU local, shared two updates. First, he announced the local union successfully passed three resolutions at their international convention. These resolutions are designed to provide robust protections for employees, particularly concerning new fairness and diversity, equity, and inclusion rules.

Second, Neuville reported on a hydrogen conference he attended in Portland. He believes that hydrogen will play a growing role as a transportation energy source and that transit agencies may be among the first major users. He highlighted the current challenges, such as the lack of refueling infrastructure, and mentioned a group of hydrogen car owners who were attempting a long-distance trip to demonstrate the technology's feasibility. He also noted that if regional hydrogen refueling stations become available, transit agencies might even become retailers to the public. Finally, he mentioned that federal funding for workforce mentorship programs has not been cut, which is crucial for training employees in the safe use and maintenance of new technologies like hydrogen fuel.

Hess announced similar to Intercity Transit, the city of Yelm is developing its own comprehensive plan. Hess stated he is advocating for the city's planning department to collaborate with Intercity Transit's planning department to identify a future location for a transit center in Yelm. He emphasized this initiative aims to better serve the community, particularly military members who commute to JBLM from single-car households in the area. Hess also briefly mentioned his anticipation for the Week Without Driving event on October 1.

Goodwin thanked Demerice for taking and sharing excellent pictures for the Tumwater bus route 13. She noted the photos, which were beautiful and clearly showed the destination, made it much easier for her to explain the bus route to others. Goodwin also praised a Dial-A-Lift driver who went above and beyond by not only dropping off a person with a disability at the food bank but also accompanying them inside and

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ensuring they were safe and in the care of the right people. She expressed her appreciation for this kindness and the extra time the driver took.

Simons shared her positive experience riding two buses, routes 62A and 62B, that had Ambassadors on board. She felt their presence made the atmosphere on the buses more "chill," friendly, and laid-back, enhancing an already great experience.

ADJOURNMENT

With no further business to come before the Authority, Chair Cox adjourned the meeting at 8 p.m.

INTERCITY TRANSIT AUTHORITY



Carolyn Cox, Chair

ATTEST



Pat Messmer

Clerk to the Board

Date Approved: October 15, 2025

Prepared by Pat Messmer, Clerk of the Board/
Executive Assistant, Intercity Transit